

IN THE CLAIMS:

Claim 1 (cancelled)

Claim 2 (previously amended): An engine control system for a hybrid vehicle having an internal combustion engine and an electric motor as driving force sources, for permitting stopping and starting of said engine in accordance with predetermined drive conditions, comprising:

brake booster for receiving negative pressure supplied by an operation of said engine;

pressure detector for detecting a pressure supplied to said brake booster;

throttle-opening-state detector for detecting a throttle opening state; and

engine-operation enable/disable determining device for determining whether or not to operate said engine when said engine is stopped, based on said throttle opening state detected by said throttle-opening-state detector and said pressure detected by said pressure detector,

wherein said engine-operation enable/disable determining device:

permits said engine to operate when said throttle opening state is other than completely closed;

causes said engine to stop when said throttle opening state is completely closed and said pressure detected by said pressure detector is equal to or less than a predetermined negative pressure which is equal to or less than an atmospheric pressure; and

permits said engine to operate when said throttle opening state is completely closed and said pressure detected by said pressure detector is closer to the atmospheric pressure than the

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predetermined negative pressure which is equal to or less than the atmospheric pressure.

Claim 3 (currently amended): The engine control system according to claim [1 or] 2, wherein after said engine is restarted, said engine is not stopped until a vehicle speed exceeds a predetermined speed.

Claim 4 (cancelled)

Claim 5 (cancelled)